

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Piper Aircraft, Inc.

Model: PA-28-140

Position:

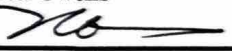
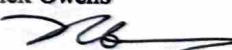
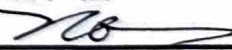
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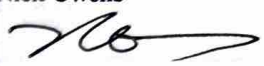
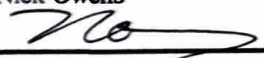
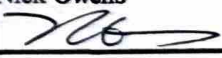
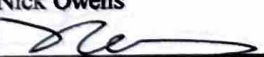
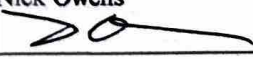
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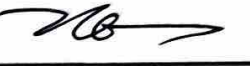
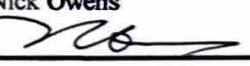
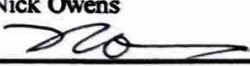
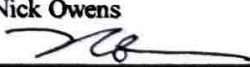
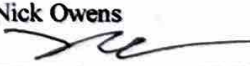
Aircraft Registration No: N15148

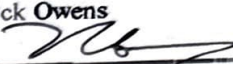
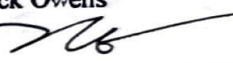
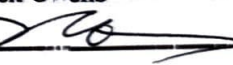
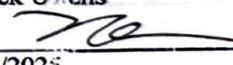
Version Revision: 1/2025

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2024-14-03 8/20/2024	To Address Autopilot Software That Does Not Properly Handle Certain Hardware Failures of the Primary Pitch Servo. The Unsafe Condition, if Not Addressed, Could Result in Un-Commanded Automatic Pitch Trim Runaway and Loss of Control of the Airplane	-- Hrs: -- C: --	N/A, not modified by STC	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2022-03-15 3/21/2022	To Ensure That the Amount of Fuel Indicated is the Amount of Fuel Available. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Engine Shutdown Which Could Result in the Inability to Arrive at the Destination Airport or, contd.	-- Hrs: -- C: --	N/A, not modified by STC	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2020-24-05 12/28/2020	[Recurring] To Detect and Correct Corrosion in the Wing Root Area of the Left and the Right Main Wing Spars. Corrosion of the Main Wing Spar, if Not Detected and Corrected, Could Cause the Main Wing Spar to Fail with Consequent Loss of, contd.	12/14/2021 Hrs: 3330.3 C: --	C/W by visual inspection. No corrosion, damage, or defects found.	Yes	D: 12/15/2028 Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2018-07-03 4/20/2018	To allow the pilot to do a preflight check of the fuel selector placards	7/12/2018 Hrs: -- C: --	P/C/W by verification of proper orientation of fuel selector valve placard 07/12/2018	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2018-02-05 2/7/2018	Superseded by 2018-07-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2017-14-04 8/15/2017	[Recurring] To prevent rupture or failure of the oil cooler hose assemblies, which could result in engine stoppage with,contd.	7/12/2018 Hrs: -- C: --	P/C/W by verification of installation of Type D hoses 07/12/2018. NFA required	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2013-02-13 3/11/2013	[Recurring] To prevent failures that may lead to failure of the horizontal stabilator control system and cold result,contd.	12/14/2021 Hrs: -- C: --	C/W by inspection per SB 1245A	Yes	D: 12/14/2028 Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2010-15-10 8/31/2010	To detect and correct any incorrectly assembled control wheel shafts	12/16/2010 Hrs: -- C: --	P/C/W by visual inspection 12/16/2010	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
99-05-09 3/19/1999	To prevent pieces of a damaged induction air filter from being ingested into the engine, which could,contd.	12/14/2021 Hrs: -- C: --	N/A, type not installed	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
96-10-01 R1 12/14/1998	TO PREVENT THE LANDING LIGHT SEAL FROM LODGING IN THE CARBURETOR, WHICH, IF NOT DETECTED & CORRECTED, CONTD.	2/17/1998 Hrs: -- C: --	P/C/W by modification of landing light bracket IAW Piper SB No. 975 dated 02/17/1998	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
96-10-03 6/14/1996	TO PREVENT FAILURE OF THE FLAP HANDLE ATTACH BOLT & SUDDEN RETRACTION OF THE FLAPS, WHICH, IF NOT DETECTED, CONTD.	2/17/1998 Hrs: -- C: --	P/C/W by installation of bushing and bolt specified in Piper SB 965 dated 02/17/1998	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
95-26-13 2/5/1996	[Recurring] Superseded by 2017-14-04	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
69-22-02 R(2) 7/30/1979	[Recurring] TO PREVENT POSSIBLE FAILURE OF THE CONTROL WHEEL	12/14/2021 Hrs: 3330.3 C: --	C/W by visual inspection of control yokes	Yes	D: -- Hrs: 3430.30 C: --	2639932/A&P/IA Nick Owens 

Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
77-23-03 11/14/1977	TO PREVENT A POWER LOSS DUE TO THERMAL CONTRACTION BINDING A CONTROL ROD END	6/22/2017 Hrs: -- C: --	P/C/W by replacement of rod end bearings with type specified in AD dated 06/22/2017	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
77-01-01 1/7/1977	TO PREVENT POSSIBLE FUEL EXHAUSTION DUE TO AN ERRONEOUS FUEL QUANTITY GAUGE INDICATION	2/2/1977 Hrs: -- C: --	P/C/W by calibration of gauges dated 02/02/1977	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
76-25-06 12/23/1976	Superseded by 95-26-13	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
75-08-03 4/4/1975	TO DETECT AND CORRECT UNSECURED FEL DRAIN VALVES INSTALLED AT THE GASCOLATOR	12/14/2021 Hrs: -- C: --	P/C/W by securing fuel drain valve per AD	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
75-02-03 11/26/1974	TO PREVENT POSSIBLE FAILURE OF THE NOSE WHEEL FORK ASSEMBLY	12/14/2021 Hrs: -- C: --	N/A by part number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
74-13-04 6/21/1974	TO PREVENT THE LOSS OF POWER DUE TO A FAILED BALL JOINT ASSEMBLY	7/11/1974 Hrs: -- C: --	P/C/W IAW instructions in Piper Kit 760-780V on 07/11/1974	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
74-09-04 4/24/1974	TO PROVIDE A SAFER REAR SEAT BELT INSTALLATION	6/7/1974 Hrs: -- C: --	P/C/W by installation of Piper P/N 760-794V, rear seat belt modification kit 06/07/1979	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
74-06-02 3/18/1974	[Recurring] TO PREVENT POSSIBLE LEAKAGE OF CARBON MONOXIDE INTO THE CABIN HEATER SYSTEM	-- Hrs: -- C: --	N/A, affected muffler not installed	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
72-24-02 11/17/1972	TO PREVENT POWER INTERRUPTION AS A RESULT OF ABRUPT THROTTLE MOVEMENT	7/18/1979 Hrs: -- C: --	P/C/W by installation of new carburetor 07/18/1979	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
72-14-07 7/7/1972	TO INSURE PROPERLY TIGHTENED BOLTS ON THE STABILATOR HINGE ATTACHMENT FITTINGS, WHICH ARE SECURED TO THE AFT, CONTD.	12/14/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
70-16-05 5/19/1972	[Recurring] TO PREVENT FAILURE OF THE ENGINE EXHAUST MUFFLER	-- Hrs: -- C: --	N/A by serial number	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
72-08-06 4/14/1972	[Recurring] TO DETECT CRACKS ADJACENT TO THE 2 1/2" DIAMETER MACHINED BOSS IN ANY OF THE FOUR MAIN LANDING GEAR TORQUE LINKS	12/14/2021 Hrs: 3330.3 C: --	P/C/W by installation of new torque links 10/25/1979, Inspection also P/C/W 12/14/2021.	Yes	D: -- Hrs: 3830.30 C: --	2639932/A&P/IA Nick Owens 
72-04-03 1/1/1972	Superseded by 76-25-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
71-21-08 10/13/1971	TO PREVENT POSSIBLE BINDING OF THE FUEL SELECTOR HANDLE	12/14/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
71-14-06 7/9/1971	TO PREVENT POSSIBLE INADVERTENT GROUNDING OF MAGNETOS	12/14/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
70-26-04 R(2) 6/24/1971	[Recurring] TO DETECT CRACKS IN THE STABILATOR BALANCE WEIGHT TUBE IN THE AREA OF THE ATTACHMENT BOLT HOLES	-- Hrs: -- C: --	N/A by serial number	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
70-18-05 9/7/1970	TO PRECLUDE THE POSSIBILITY OF FAILURE OF THE MAIN LANDING GEAR TORQUE LINK BOLTS	12/14/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
67-26-02 5/22/1968	VARIOUS MODIFICATONS	12/14/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

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67-26-03 4/12/1968	[Recurring] TO PREVENT THE POSSIBILITY OF RESTRICTING FUEL FLOW THROUGH THE FUEL SYSTEM SCREENS AND FILTERS CAUSED BY, CONTD.	-- Hrs: -- C: --	N/A by date	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
67-20-04 9/27/1967	TO PRECLUDE THE POSSIBILITY OF FAILURE OF THE MAIN LANDING GEAR TORQUE LINK	12/14/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
67-12-06 1/1/1967	DUE TO THE POSSIBILITY OF INTERNAL CORROSION RESULTING IN ADEQUATE CORROSION PROTECTION OF CERTAIN, CONTD.	12/14/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
67-16-02 1/1/1967	Superseded by 67-21-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
65-06-06 3/12/1965	[Recurring] TO PREVENT FURTHER FAILURES OF THE FUEL QUANTITY GAUGE SENDER UNIT TERMINAL CONNECTING WIRE THAT COULD CAUSE, CONTD.	-- Hrs: -- C: --	N/A by date	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
64-06-06 4/6/1964	[Recurring] TO PRECLUDE FAILURE OF THE CONTROL WHEEL	-- Hrs: -- C: --	N/A by date	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
62-19-03 8/28/1962	TO PRECLUDE THE LOSS OF THE PROPELLER DUE TO THE FAILURE OF THE BOLTS	12/14/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

Category: Engine

Manufacturer: Lycoming

Model: O-320-E3D

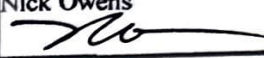
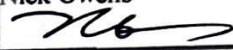
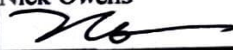
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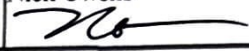
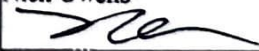
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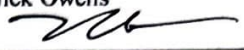
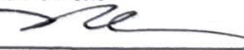
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Veryon Revision/1/2025

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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Number Effective Date Amendment #	Description	Completed	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2024-21-02 12/5/2024	[Recurring] To Prevent Connecting Rod Failure. The Unsafe Condition, if Not Addressed, Could Result in Engine Failure, an LPD, and Loss of Control of the Aircraft.	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss, contd.	12/15/2021 Hrs: -- C: --	N/A to engine	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and, contd.	12/15/2021 Hrs: -- C: --	N/A, not equipped with prop governor	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2012-03-07 3/27/2012	To prevent engine in-flight shutdown, power loss, and reduced control of the airplane	12/15/2021 Hrs: -- C: --	N/A to carburetor installed	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	N/A to aircraft	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2009-26-12 2/4/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure, contd.	-- Hrs: -- C: --	N/A, affected cylinders not installed	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.	12/15/2021 Hrs: -- C: --	N/A, engine not equipped with Superior cylinders	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
2006-12-07 7/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused, contd.	9/9/2006 Hrs: 2782.2 C: --	P/C/N by replacement of all cylinders with new cylinders 09/09/2006 @ T 2728.2	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

Order Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-26-10 1/31/2006	Superseded by 2004-12-07	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
2004-10-14 C 6/25/2004	[Recurring] To prevent loosening or failure of the crankshaft pin retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	Due at prop strike or engine sudden stoppage	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN IN FLIGHT ENGINE FAILURE AND POSSIBLE, CONTD.	12/15/2021 Hrs: -- C: --	N/A, no work performed by vendor	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
98-02-08 3/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND, CONTD.	1/11/2021 Hrs: -- C: --	C/W at engine O/H 01/11/2021	Yes	D: 1/11/2026 Hrs: -- C: --	2639932/A&P/IA Nick Owens 
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	12/15/2021 Hrs: -- C: --	N/A by model number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	1/28/2000 Hrs: 1943.8 C: --	P/C/W at engine overhaul 01/28/2000 @ TT 1943.8. New gears installed	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
95-26-02 1/24/1996	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	12/15/2021 Hrs: -- C: --	N/A, N number not listed	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
94-14-13 L 6/23/1994	Superseded by 95-26-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	

Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	12/15/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	12/15/2021 Hrs: -- C: --	N/A, aircraft equipped with fix pitch propeller	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
87-10-06 R1 9/1/1989	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD.	12/15/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
81-18-04 R2 6/7/1982	Superseded by 96-09-10	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER	12/15/2021 Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
63-23-02 8/6/1968	[Recurring] EXHAUST VALVES AND VALVE GUIDES	-- Hrs: -- C: --	N/A by date	Yes	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	12/15/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
64-16-05 7/10/1964	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD.	12/15/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
59-10-07 7/1/1959	CYLINDER BAFFLE CLAMPS	12/15/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
55-02-02 2/28/1955	ENGINE ACCESSORY DRIVE ADAPTER GASKET	12/15/2021 Hrs: -- C: --	N/A by date	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 

Veryon Revision 4/1/2025

Category: Propeller

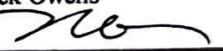
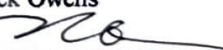
Position:

Manufacturer: Sensenich Corp.

P/N: M74DM-0-06

Model: M74DM

S/N: K3609

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	12/15/2021 Hrs: -- C: --	N/A, no work performed by vendor listed	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
66-23-02 5/16/1967	TO PREVENT FURTHER MID-BLADE PROPELLER FAILURES RESULTING FROM CORROSION PITS, CONTD.	12/15/2021 Hrs: -- C: --	N/A, decals not installed	No	D: -- Hrs: -- C: --	2639932/A&P/IA Nick Owens 
66-11-03 1/1/1966	Superseded by 66-23-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
60-11-08 11/14/1961	[Recurring] CRACKED HUBS	4/2/2025 Hrs: 3340.7 C: --	C/W by visual inspection. No damage or defects noted.	Yes	D: -- Hrs: 3440.70 C: --	2639932/A&P/IA Nick Owens 